

SUPPLEMENT Morgan County Republican

Fourteenth Year.

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Communicated—

That Road Maker.

There never has been a better illustration of what a machine can do in the way of building roads, especially in a rough country, than that made, or being made now, by the Pioneer road maker, in the hills south of Versailles. For years we have felt the need of better roads south, but the undertaking seemed so heavy, with our road making appliances, that we have hesitated and been hesitating for twenty-five years. However it seems we need delay no longer, if we are willing to open our pocketbooks and put some cash into a machine that will *really* do the work. When the machine came in, those controlling it said to our people, "Give us the hardest piece of road you can pick out." It was decided to put them at work on one mile of the road going out of Versailles on the southeast, reaching just below where the new county farm home will be located. Almost every one knows what this road is, in fact it is everything that is hard. No number of teams could plow it and for years it has been sort of an eye ore to the whole country. It was full of ditches, rock, hard pan, clay, in fact was a general conglomeration of hard stuff. Monday afternoon this machine went to work and the change wrought in half a day was not only a surprise but was something rather marvelous. Nothing seemed to stop their plow, rather what might be termed a big harrow, which plowed its way through everything. This was followed up by three heavy graders, all pulled at once, which moved everything out into the road and by Tuesday noon we had a good mile of road where, heretofore, we had just what we *called* a road, but almost impassable part of the time. They have proved to the satisfaction of every reasonable citizen that they can do what they say they can, that is, build a mile of road in any kind of ground every day. The expense of operating the machine will run from thirty to forty dollars a day and it will do what we can't do with teams, for five hundred dollars, because we can't leave the road in any such shape with scrapers and plows

as this machine leaves it in. Its the ROAD BUILDER of the age, especially for this country.

Doings of The Town Board.

The Board met in regular session Monday night, Nov. 3rd, 1913, present Mayor Kelly, Aldermen Jacobs, Yarnell, White and Hardy.

Minutes of previous meeting read and approved.

Reports of J. M. McClanahan, collector, and C. G. Sullens, city marshal, for month of October, 1913, presented, read and approved.

Accounts as follows were presented and allowed:

Henry Inschoe, street work	\$ 1.50
Chas. Otten, " "	5 00
M. L. Joachimi, supplies city	1.45
Ver. Tel. Co., 'phone L. P.	9.00
Gen'l El. Co., L. P. supplies	27.75
Bowen Coal Co., coal L. P.	107.44
Corner Drug Store, supplies for light plant	10.59
Crane Co., supplies for L. P.	14.24
Pierce Oil. Cor., supplies for light plant	9.95

Alderman White moved that Ordinance No. 119 be advanced to a second reading, motion seconded and carried. The Mayor then ordered the clerk to read Ordinance No. 119 the second time, which he did.

The Mayor appointed F. A. White Police Judge for the city, to act as such during the absence of the Mayor.

By motion and vote adjournment was taken until regular meeting night, Nov. 17, 1913, at 7 o'clock, p. m.

The Parcel Post and Public Morals.

The parcel post service has now been in operation nine months. For the first six months the department figures an increase of income from this business of \$14,000,000 in round figures, a very large part of which is net profit.

A part of this profit has been made at the expense of the express companies, which perhaps deserve no sympathy just now because of their notorious attitude toward the public in the past. Most of it has been made by inflicting a positive loss upon the railroads, in two ways.

They have lost the revenue which the express companies divide with them; and they have been required to do a lot of work for which they have not been paid at all, and will not be, unless Congress should pass a relief bill.

Such facts as these, together with the reported purpose of the Wilson adminis-

tration to "control" the telegraph and telephone service in some such way, it now "controls" the parcel carrying business by "furnishing competition" which the companies will not be able to meet," leads the New York Times to term the whole project not only "un-economic," but "immoral." On this point it remarks.

"If the proposal were to provide economic competition, and by superior efficiency to drive incompetent corporations out of express, telegraph, telephone, and other undertakings, not a word would be raised in their defense. They are commercial enterprises and must take the risks of their trades. But when the proposal is to throw the taxing and law-making power into the scale against them to destroy the value of their property it is 'unfair.' That is none the less robbery because done under the forms of law and in the name of government. Every receiver of a postal parcel carried at the cost of railways whose services are not paid for is a receiver of stolen goods.

That is putting the case rather bluntly, yet when we look the facts in the face it is impossible to deny that the conclusion is correct.

Any man who merely because he has the power, compels another to give him unpaid service is a robber. He has taken from the other his time, his strength or his property in some form, without making due compensation. If ten men thus combine to rob eight, the immorality remains.

Because several millions have combined through government, thus to rob their fellow citizens who happen to own railways, the wrong of it is not made right. It is the character of the act, not the number who do it; or the way it is done which makes the act right or wrong.

It may be expedient to take over or destroy the present telephone and telegraph companies. The Inter Ocean is among those who believe it is not expedient. In others countries "government ownership" has meant lower efficiency and higher cost. Some years ago it was figured, nor was the accuracy of it denied, that British government ownership of the telegraph had loaded upon the taxpayers a loss of \$175,000,000, increasing at the rate of \$5,000,000 a year.

The reported policy of the Wilson administration is not even original. The Socialists "saw it first." They have long proposed, on the assumption that all "capital" was "stolen," to "rob the robbers." However, few besides Socialists will contend that every owner of a railway share "stole" it.

If we are going on along the lines opened by the parcel post, in heaven's name let us see exactly what we are doing and do it honestly.—Chicago Inter Ocean.